

The Hongkong Telegraph.

No. 2851

TUESDAY, MAY 26, 1891.

SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.
AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.
LONDON:
Head Office, 40, Threadneedle Street.
West End Office, 21, Cockspur Street.
BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.
THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, Issues Letters of CREDIT, forwards Bills for COLLECTION, and Transacts Banking and Agency Business generally on terms to be had on application.
Interest Allowed on Deposits:
Fixed for 12 months, 4 per Cent. per Annum.
ON CURRENT DEPOSIT ACCOUNTS 1 per Cent. per Annum on the Daily Balance.
F. W. RUTTER, Manager, 170

Insurances.

THE STANDARD ASSURANCE CO. OF LONDON.
STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.
THE Standard has a long record of good services to refer to; its Funds, annually increasing, amount to £7,000,000. The Premiums are moderate; and all modern features consistent with safety have been adopted.
DODWELL, CARLILL & Co., Agents, Hongkong.
982-6

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.
THE Underwritten are prepared to accept FIRE AND MARINE INSURANCES on favourable terms.
Current rates and a guaranteed Bonus equal to that paid by the local Offices.
GEORGE R. STEVENS & Co., Agents.
No. 2, Queen's Road, Hongkong.
Hongkong, 31st March, 1891. 1514

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.
THE Underwritten having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.
REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1889. 166

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.
RUSSELL & Co., Agents.
Hongkong, 14th November, 1890. 1567

THE MAN ON INSURANCE COMPANY LIMITED.
CAPITAL SUBSCRIBED £1,000,000.
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.
WOO LIN YUEN, Secretary.
HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.
Hongkong, 31st February, 1891. 1516

THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL, TAELS 600,000; \$333,333.33.
EQUAL TO RESERVE FUND \$318,000.00.
BOARD OF DIRECTORS:
LEE SING, Esq. LO YUE MOON, Esq.
LOU TAO SHUN, Esq.
MANAGER—HO AMEI.
MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1890. 1550

NOTICES OF FIRMS.
CANADIAN PACIFIC RAILWAY COMPANY.
CHINA AND JAPAN RAILWAY MAIL STEAMSHIP LINE.

THE Underwritten have been appointed AGENTS in Hongkong and China for the above Line.
DODWELL, CARLILL & Co., Hongkong, 15th May, 1891. 1738

Dr. Knorr's ANTIPYRINE.
(Dose for Adults 15 to 35 grains troy.)
IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.
Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!
Hongkong, 20th May, 1891. 144

Intimations.



CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

Hongkong—15, Queen's Road.

CALDBECK, MACGREGOR & Co., 7, Fochow Road, Shanghai.

CALDBECK, MACGREGOR & Co., 101, Leadenhall Street, London.

CRUICKSHANK & CO., LD.

FAMILY AND DISPENSING CHEMISTS,

Commission Agents:

REFRESHING AND COOLING DRINKS FOR THE HOT WEATHER.

PURE FRUIT JUICES.

Lemon, Raspberry, Strawberry, Apple and Pear, &c., &c.

Rose's Raspberry Vinegar, Montserrat Lime Juice, and Lime Juice Cordial.

GRANULAR RASPBERRY CITRATE.

(Victoria Effervescent Saline—The Universal Blood Purifier).

All requisite Medicines for the "DOG," Mange Lotion, Worm Powders, Carbolic Soap, &c., &c.
DR. KOCH'S TUBERCULINE.
Hongkong, 26th May, 1891. 117

LANE, CRAWFORD & CO.

HAVE NOW UNPACKED THEIR NEW STOCK OF

CALCUTTA PITH

SUN HATS.

STRAW HATS.

NEW "TERAI" HATS.

Hongkong, 7th May, 1891. 130

KELLY & WALSH, LD.

JUST READY.

THE PHILIPPINE ISLANDS,

BY

JOHN FOREMAN, F.R.G.S.

BEING a Historical, Geographical, Ethnographical, Commercial and Social Sketch of the Philippine Archipelago and its Political Dependencies.

The latest Standard Work on the Philippine Islands. 500 pages demy octavo, in Cloth, with Map of the Archipelago and frontispiece.

PRICE.....\$5.

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 21st May, 1891. 17

ROBERT LANG & CO.

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

OPPOSITE HONGKONG HOTEL.

OUR Stock of Seasonable Goods is now complete in all the newest MATERIALS, comprising a large variety of DRESS SUITING from \$30 upwards. TWEEDS for SUITS, ULSTERS and INVERNESS CAPES, CORDS and ELASTICS for RIDING and SHOOTING BREECHES and LEGGINGS.
EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LISLE THREAD and CASHMERE, SOCKS, PATENT LEATHER PUMPS and SHOES, &c., &c., &c.
ROBERT LANG & Co.
Hongkong, 9th January, 1891. 1735

W. POWELL & CO.

HAVE JUST RECEIVED

A SPECIAL SHIPMENT

LADIES' SUMMER DRESS MATERIALS

PRINTS, MUSLINS, ZEPHYRS, &c., &c.

W. POWELL & CO.

Hongkong, 19th May, 1891. 16

W. BREWER

CIRCULATING LIBRARY.

FROM June 1st, W. BREWER commences a CIRCULATING LIBRARY from which Readers can obtain almost any Modern Work on payment of a yearly or half yearly subscription as follows:—

For 1 Book at a time.....\$12 a year.
For 2 Books at a time.....\$18 a year.
For 3 Books at a time.....\$24 a year.
For 4 Books at a time.....\$30 a year.
Subscriptions payable in advance.

W. BREWER,

UNDER HONGKONG HOTEL.

Hongkong, 13th May, 1891. 159

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 28, Queen's Road Central. 1012

HONGKONG TIMBER YARD, WANCHAI.
OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY, 1995
Hongkong 20th June 1891.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS, NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPECTACLES, No. 2, Queen's Road Central. 1913

Intimations.

"CAMPHYLENE"

A NEW DISINFECTANT, GERMICIDE,

INSECTICIDE, AND ANTIMICROBE.

A powerful and effective Non-poisonous and Non-corrosive Disinfectant for use in Sick Rooms, for fumigating Clothing, Bed Linen, &c. and for general use as an agreeable indoor Disinfectant for Closets, Lavatories, Sinks, &c. It has a pleasant smell, and is similar to Camphor as regards its property of evaporation. The warmer the weather or climate the more effective is its action.
Prevents Moth in Clothes, Furs, Carpets, &c. Drives away Flies, Mosquitoes, and other Insects.
Camphylene to suit its Various Uses is Manufactured in several forms, viz.:—Balls, Solid Blocks, and Powder.

The Balls and Solid Blocks are Sold in Tins at 50 Cents, \$1, \$1.50 and \$2 each. The Powder in Tins at 50 Cents, \$1 and \$1.50 each. The largest sizes are the cheapest in proportion.

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

Sole Agents for

HONGKONG, CHINA, AND MANILA.

BRANCH ESTABLISHMENTS.

A. S. WATSON & CO., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI,

24, Nankin Road.

BOTICA INGLEZA, MANILA,

14, Escolta.

THE CANTON DISPENSARY, CANTON,

Canal Road.

THE DISPENSARY, FOCHOW.

THE DISPENSARY, HANKOW.

THE DISPENSARY, TIENSIN.

LONDON OFFICE,

8, Fenchurch Buildings, E.C.

THE HONGKONG DISPENSARY,

27th April, 1891. 1632

NOTICE.

THE MOUNT AUSTIN HOTEL will be OPENED on the 1st of June.
Hongkong, 23rd May, 1891. 1761

GOVERNMENT NOTIFICATION.

A LIMITED number of Copies in Four Volumes of the ORDINANCES of the Colony complete to the end of 1887 can be obtained for Twenty-five Dollars the set on written application to the REFERENCE CLERK, Colonial Secretary's Office.
By Command,
W. M. DEANE, Acting Colonial Secretary.
Colonial Secretary's Office, Hongkong, 2nd May, 1891. 1764

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

R. Nelson, Commander, will be despatched as above on FRIDAY, the 29th inst., 9 a.m. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabin are situated forward of the Engines. Second Class Passengers are Berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 26th May, 1891. 1744

NIPPON YUSEN KAISHA.

FOR HONOLULU.

THE Company's undermentioned Steamships will leave YOKOHAMA for HONOLULU direct, as under:—

"YAMASHIRO MARU", 1st June.

"MIKE MARU", 27th June.

Through Bills of Lading will be granted from Hongkong.

For Freight or Passage, apply to

GEORGE R. STEVENS & Co.,

Agents.
Hongkong, 6th May, 1891. 1681

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA."

Captain W. D. Middle, will leave for the above places on SATURDAY, the 30th inst., at DAY-LIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 21st May, 1891. 173

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 313 L. I. American Bark

"ST. JAMES."

Burnham, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 21st April, 1891. 1610

Shipping.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, SUEZ, GIBRALTAR, Marseilles, Genoa, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR BATAVIA, PERANG, GULF PORTS, Marseilles, Trieste, Hamburg, New York and Boston.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship

"THAMES," Capt. W. A. Sinton, R.N.R., with Her Majesty's Mail, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL on THURSDAY, the 28th May, at Noon.

Cargo will be received on board until 4 P.M., Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo. General Cargo for London will be conveyed via Bombay without transshipment, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 21st May, 1891. 171

CANADIAN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of Japan | Tuesday... | June 2nd.

Empress of India | Tuesday... | June 30th.

Empress of China | Tuesday... | July 28th.

THE Steamship

"EMPERESS OF JAPAN,"

Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 2nd June, with Her Majesty's Mail, will proceed to VANCOUVER, via SHANGHAI, NAGASAKI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O., San Francisco.....\$225.00

To Banff, Calgary.....\$255.00

To Winnipeg.....\$275.00

To Minneapolis, St. Paul, Duluth.....\$285.00

To Chicago, Kansas City, St. Louis.....\$295.00

To Milwaukee.....\$305.00

To Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London, (Ont.).....\$305.00

To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Maine), Halifax, St. John, To Liverpool and London.....\$325.00

To Havre and Bremen.....\$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government Officials.

Return Tickets.—First and second class only.—Prepaid return tickets to Pacific Coast Ports, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for:—

12 months at 25 per cent. off Return Fare.

6 months at 50 per cent. "

(Time is reckoned from the date of issue to date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed 10 per cent. off the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at \$650 or for 4 months \$575.

Cargo.—Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,

Agents,
Hongkong, 6th May, 1891. 1610

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship

"GAELIC"

will be despatched for San Francisco, via Yokohama, on SATURDAY, the 30th May, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....\$225.00

To San Francisco and return.....\$325.00

available for 6 months.....\$393.75

To Liverpool.....\$325.00

To London.....\$325.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to those who have re-embarked from Yokohama to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

J. S. VAN BUREN, Acting Agent.

Hongkong, 7th May, 1891. 171

NORDDEUTSCHER LOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

construction ought not to be taxed at all, but that junks should not escape taxation. By no process of reasoning can any portion of the Chamber's letter be contorted to bear such an interpretation. It should be clearly remembered that the statement of His Excellency to which this Chamber took exception was, that the cost of the Harbour Master's Establishment, Harbour Launches, Harbour Police, and the Observatory, involving an aggregate expenditure of some \$90,000 per annum, was "principally maintained out of the ordinary taxation of the Colony." Here no issue was raised by His Excellency as to the taxation of European and Chinese built vessels. The Chamber's letter was confined to proving that the ordinary taxation of the Colony was not used for the purposes of conducting Government establishments for the regulation of shipping as stated by His Excellency, but that, on the contrary, shipping not only paid its own way but added to the general revenue of the Colony. The addition to the revenue of the Harbour Master's Department from the collections derived from junks in 1890 was \$12,397. These native craft occupy the attention of the officials of that Department in many ways and necessitate the upkeep of five different establishments, besides Victoria, in the Island, for their almost exclusive use. Vessels of European construction do not require these five establishments. The Harbour Master's establishment is clearly entitled to be credited with the revenue it collects in connection with the conduct of its special work. An implication seems to lie in His Excellency's minute, that junks pay more than they should do in comparison with other vessels. Are not the facts as follows? For this payment of \$12,397 per annum, in 1890 about 3,500,000 tons of junks escaped the payment of light dues, as stated by His Excellency. Further, junks carried in 1890 213,272 native passengers without incurring any kind of tax, or payment to the Harbour Master's Department. Junks also carried crews, did not come under the revenue cognizance of the Harbour Master's Department. So that for the payment of \$12,397 per annum or 64 cents per ton, junks obtained these particular privileges free and many others connected with their working, while vessels of European construction were specially taxed for each item. A reference to the receipts of the Harbour Master's Department for 1890 will show these several items, paid by European constructed vessels, to be as follows:—

Emigration brokers.....	\$ 1,400.00
Shipping seamen (21,852 men shipped and discharged).....	10,830.00
Examination of merchant vessels.....	2,135.00
Survey of steamers.....	9,066.87
Registry fees.....	278.00
Medical fees—emigration.....	13,096.75
License steam launches.....	422.50
Survey certificates steam launches.....	995.00
	\$38,218.12

Light dues collected in 1890, which include the extra levy for the Gap Rock for 9 months only..... 72,028.33

\$110,246.45 which was contributed by 9,000,000 tons of shipping of European construction, or say 1.225 cents per ton, against 3,500,000 tons junk traffic which contributed 1.064 cent per ton.

His Excellency's minute states: "If it be urged that junks pay no light dues, my reply is that relating to tonnage, trading junks pay far more than European vessels, even including the special Gap Rock tax about to be remitted. This statement is not borne out by the figures at the disposal of my Committee, as is clearly shown above. Native craft only pay about one half of what European do, though doubtless some statement exists on which His Excellency based these remarks."

Paragraph 2 points out that my Committee erroneously included in Harbour Master's Revenue the amount received for the 12 months 1890 for

Registry of boats.....	\$4,631.50
Registry cargo boats.....	6,272.50
Cargo boats' certificates.....	1,192.50
	\$12,096.50

because this branch of the service was conducted by the Registrar General's Department and therefore the income was applicable to that establishment. The Chamber's error was natural, for it appears anomalous that work so intimately connected with the Harbour Department should be done by a branch of the service so unfitted, apparently, to conduct the operations required of it. The additional work, if thrown on the Harbour Master's Department, to grant these three forms of certificates, could doubtless be performed without further aid of any kind, or at the most trifling assistance only would be needed by that branch. It appears the Registrar General's establishment in 1890 cost the Colony \$10,370.25 while the receipts for these three certificates yielded that department \$12,096.50 for work that is intimately allied to shipping and probably could be efficiently performed by trifling clerical assistance under the supervision of the Harbour Master's Department. In dealing with the question of other Government expenditure for the services of shipping, which is not classified specifically under that head, His Excellency is pleased to mention that the cost of water taken by ships from the water works of the colony. Some misapprehension of the actual facts is apparent in this statement. "Before the completion of the Tytan works no water was taken from the Government Reservoirs for the use of shipping. The various purveyors of water supplied vessels from their own private mains and other systems of collection, charging shipping for such water. During the recent drought, when these private sources dried up, Government permitted the owners of water works to supply water from the Tytan reservoirs for which they charged these purveyors of water 20 cents per 1,000 gallons. The rate was fixed by the Government, so it is presumable the revenues of the colony were amply protected when making the arrangement. Subsequently when the water famine became acute this privilege accorded to water boat owners was withdrawn. It is evident therefore that shipping does pay for all water taken from Government water works."

It is difficult and perhaps unprofitable to follow His Excellency in the minute analysis he suggests with regard to the various services performed by almost every public Department to shipping. Still, the two minor incidents he mentions are capable of assessment. The cargo boat strike is well within the memory of my Committee. It arose from injudicious action on the part of the Government. His Excellency called to his aid, one afternoon, many members of the community, amongst them members of my Committee, to obtain the views on the situation. His Excellency adopted the suggestions that were then tendered and the following morning the strike had disappeared. The routine work incurred by "Harbour questions" and the considerable number of those minor duties that go to complement the official duty of the Police. The Police statistics of crime show that for the 12 months of 1890 the inhabitants of all nationalities dealt with numbered 190, which doubtless include many that were not sailors.

It would not be unfair to set off against these various services rendered to shipping, by almost every public Department, the revenue received

from the following items which arise from and are incidental to our shipping; in 1890 they yielded—

Bill of Lading stamps.....	\$21,663.40
Charter Parties stamps.....	3,102.80
Do. copy stamps.....	902.00
Marine Insurance Policy stamps, say.....	500.00
	\$30,873.20

The amount collected for stamps on Insurance policies in 1890 was \$7,661.70, but therein is included both Fire and Marine, which it appears impossible to separate, but the Committee estimate that one-third would be a fair proportion to place to revenue derived from Fire policies. It is worthy of note that vessels of Chinese construction did not contribute one cent towards this large addition of \$30,873.20 to the general revenue of the colony. It is not profitable to seek to determine the cost of each infinitesimal service that devolves upon the Government in connection with the conduct of the administration of public business. But a quantitative analysis is forced upon my Committee by the minute of His Excellency. The fact, however, remains, as stated in the Chamber's letter of the 1st May, that the contributions to the revenue of the colony from shipping not only suffice to recoup all Government expenditure for the establishments connected with the supervision of that branch of the Colony's trade, but a large surplus goes therefrom to general revenue. His Excellency has not attempted to controvert the figures produced by my Committee, but has contented himself by endeavouring to separate the incidence of taxation as applied to vessels of European and native construction. The various suggestions in the minute my Committee consider they have fully disposed of in their present remarks, while the application of the income derived from the certificates of registry for cargo boats can be more fairly claimed as belonging to the Harbour Master's Department than the Registrar General's.

His Excellency has been pleased to make allusion in the concluding sentences of his minute to some points which appear to call for reply. The comparison between the revenue of shipping in this Colony and Singapore opens a wide field for discussion; the allusion and conditions of the two places are so dissimilar that it is hardly possible to institute a comparison that would be of value if attempted. One reason doubtless for the lesser rate for ordinary light dues levied in this Colony is, perhaps, owing to the greater annual tonnage of shipping on which the tax is charged compared with that which passes through Singapore. And the cost of upkeep of their lighthouses may be considerably greater than ours. However this may be, my Committee consider it more prudent not to institute comparisons suggestive of levelling up to the taxation of Singapore.

His Excellency further directs attention to the tonnage dues levied at the ports of China, which in comparison with the rates charged in Hongkong fall upon large vessels, he states, "with a weight 15 to 20 times greater than this Colony's levy." My Committee consider sufficient refutation was not given by His Excellency's advisers to the subject when this statement was permitted to be published. The Imperial Government of China's charge for tonnage dues is 6 Mexican cents per ton; the Colony's levy for light dues is 21 Mexican cents per ton. Superficially his Excellency's statement is borne out. Viewed more closely it will be found that the Chinese tonnage dues are only payable once every four months and during that period vessels can enter, as often as suits, any or all of the 21 Treaty ports of China, giving a range of about 3,144 miles of sea and river traffic. Along this distance the land is lighted in a manner that commands the admission of the mariner, while all the various duties of the harbours in the 21 Treaty ports are conducted without additional charge to shipping. Compare this with the paltry similar service of this Colony with its present three lighthouses, or including the Gap Rock and its stretch of a few miles of coast; for which the charge of 21 cents per ton has to be paid each time that the European constructed vessel enters the waters of the Colony. Instead of the Colony's tax, or an increase thereon, being inappreciable, it is not so, and justice to my Committee would earnestly remind His Excellency that a "negligible quantity" of the risk of transfer from the Colony of its present distributing centre is not to be so lightly estimated as his Excellency appears to think. The Colony may retain the "centre" but the Government's powers to levy additional taxation on shipping which in the opinion of the Committee would be unwise for general revenue purposes may depart. Hongkong lies within an almost measurable distance of China, a few minutes' steaming suffices for the transfer of vessels from the Colony to China's waters. Vessels bound for the various ports of China, touching at Hongkong, could avoid the colony's waters entirely and yet might obtain all present advantages, while the colony's revenue and prestige would suffer. There can be no doubt that China with its Imperial Maritime Customs stationed at Kowloon might some day gladly hail the transfer of the colony's trade to its shores. It is highly dangerous to deem these risks negligible quantities, inasmuch as the interests of such vast concern to this colony's welfare.

This Chamber has for many years urged the reduction of the charge for light dues to a point that shall simply suffice for the expenditure necessary for the maintenance of the lights; that revenue for general purposes should not be levied upon shipping under the guise of light dues; and latterly, in sympathy with the movement that is agitating most civilised countries, the Chamber has advocated their total abolition. To tax, for the payment of special services, a class of tonnage which can be distinctly ascertained in excess of what they cost, is an economic mistake, in addition to being inequitable. The total abolition of the dues would be a matter of high policy for this Colony and would amply repay any apparent additional burdens that it might be necessary to impose on the inhabitants for general revenue purposes. The trade of this Colony is almost solely shipping. The possibility of the island becoming a manufacturing centre depends upon shipping. A daily intercourse with all parts of the world for the exchange of products is a first necessity to a manufacturing community. Every vessel that enters this harbour adds, insensibly it may be, to each inhabitant's benefit, in the shape of work for certain classes, in direct money payments to others. These gains far outweigh the extra imposts that ratepayers might have to bear if light dues were abolished. The present levy of dues is direct, it is simple, and so convenient to the Government and some of our labouring men, who do not grasp the fact that our endeavours should be by every means in our power to attract, as almost compel, shipping to enter our port. Consider the inducement to shipping, "there is nothing to pay in the port of Hongkong." Our position, as it were, is that of shopkeepers having a certain commodity for sale, viz. the advantage of the port. It is prudent to charge an entrance fee to our customers, or it is wise to consider that our taxes would be triflingly increased by granting such facilities to shipping. It is well known that the concession will secure us considerably more than it costs! There is hardly a branch of commerce or an inhabitant, however situated, that would not derive benefit from the attraction of additional tonnage to the Colony's waters.

In conclusion, my Committee desire me to express regret at the tone of His Excellency's

minute. The Chamber has always accepted the understood position of advisers to the Government on all matters affecting the commerce of the Colony. No feelings of personality or partisanship have influenced the Committee at any time in the various communications tendered to the Government, which have hitherto been of the most distinctly courteous and pleasant character. But His Excellency's minute would seem rather to depart from the mutually good feeling that previously existed.

Sir, I have the honor to be,
Your most obedient servant,
F. HENDERSON,
Secretary.

Hongkong, 22nd May, 1891.
The Honourable W. M. Deane, M.A., C.M.G.,
&c. &c., Acting Colonial Secretary.

A CRACKER FACTORY IN CANTON.

Perhaps very few of the globe-trotters who visit Canton take the trouble to inspect anything outside the usual "sights" which are jotted down on the printed list handed them by the guide as soon as they are comfortably installed at the Shamene hotel. To those who, like myself, travelled to the City of Rams as much for instruction as for pleasure (of the latter there is very little to be had) I can recommend a visit to a Chinese cracker manufactory, for it is principally in Canton and in the country surrounding that city that the horrible Chinese cracker—such a terrible nuisance ever the East on Chinese festival or New Year occasions—is made. The production of the very little cardboard tubes is enormous, the annual receipts of fire crackers in Java alone being some 200,000 boxes, whilst in the Straits, Siam, Deli and Calcutta the receipts are above 80,000, and America is said to import 1,000,000 boxes annually. The Chinese manufactory year begins on June 1st and that cannon cracker factory which I lately visited in the suburbs of Canton may be described as follows:—

The building was of sun-dried brick, with a tiled roof 12 feet from the ground, and this space was divided into an upper and lower apartment, each with the ceiling about six feet high. The interior of the building was strewn with pieces of paper, while vessels containing powder were standing around, the contents of which seemed to be imminent danger of being exploded, and men, women and children were actively engaged in the manufacture of the goods. The paper needed for the cracker is cut to the required length, and then weighed to see that the quantity for each cracker is exactly the same. The instrument used in weighing is of the rudest description, being a stick about 21 feet long, suspended from the ceiling by a string which is attached to the centre of the stick, and a stone is placed as a weight on one end, and the articles to be weighed on the other. The paper is rolled into cylindrical form by means of a flat piece of wood held in the hands, and then one end is creased with a pair of pincers, and a string tied round the crease as a temporary means of preventing the powder from running out when the cylinders are placed in a perpendicular position to be charged. The last named process is as follows:—The cylinders are bunched together like cigars turned on end, and then pushed into the aperture, and in the aperture thus made the powder is poured from a tin-can. Then the stem of the cracker is inserted, which consists of a piece of thin, tough paper, with just sufficient powder twisted up in it to make it burn quickly. A piece of paper is temporarily passed over the end containing the stem for the purpose of preventing the powder from running out, as the crackers are now placed on that end. The string placed temporarily around the bunched end is now removed, and clay tamping is hammered into the aperture, and then the paper is removed from the stem end and tamping is applied there, which prevents any powder from slipping out. The cracker is now ready for the thin piece of red paper which goes round the outside and completes it. The stems are then very neatly braided together, which forms the crackers into packs, and these are each wrapped in thin paper and ornamented with a red label with pictures of dragons upon it.

Red is the festive colour of China, and as fire crackers are used on all occasions of festivity, that colour is rigidly adhered to in the manufacture of these goods. The packs are placed in boxes, and in the proportion of 40 to the box. There is a regular division of labour in the factory, each person having his or her special work to do, and in this they become very expert. The foregoing is a description of cannon cracker manufacture, but the same will also apply to the small crackers. The latter, however, are generally made in the rural districts, and are brought down the river to Canton in junks. There is a large home consumption of fire crackers, and the Chinese think that their explosion will ward off evil spirits. They are fired off on numerous occasions, but particularly on the Chinese New Year, which is, as our readers know, a variable date, regulated by the changes in the moon. We were told when at Canton that foreigners there have what they call the Canton salute, which consists in the firing off at one time of six boxes of small crackers and two or three boxes of cannon crackers, and this is given on the departure of some one of their number for home.

THE ATTACK ON THE CZAREWITCH.

The *Asahi Shimbun* publishes the following telegram received from the Czar by the Emperor of Japan, on the 15th inst.—"I was astonished to learn that my son was attacked by a mad man in your country, but give my hearty thanks for the kindness shown to him by you, and will not allow our mutual goodwill to be injured by such an accident. I have telegraphed to the Czarwitsch to proceed to Tokyo and give his thanks to you in person."

This little message cost \$1,200, and for another, and longer one, the bill was \$3,500. The *Kokai* says that there is a rumour current that Envoys Extraordinary will be sent to Russia, the chief Ambassador probably being H.I.H. Prince Arisugawa Takehito, and the second Count Saigo Yorimichi.

Yesterday (May 13th), at 6.30 p.m., the train bearing His Majesty, the Teno, with the Czarwitsch and Prince George of Greece, scammed into the station at Sannomiya. The Imperial carriage was in the centre of the train, while immediately adjoining it were carriages filled with Japan's nobility—officers of the Army and Navy, Ministers &c. Guards, with fixed bayonets, were in the cars, immediately behind the engine and at the rear of the train. When the distinguished party left the carriage, the Emperor, who looked saddened by recent events, seemed only desirous of showing the utmost friendship to the son of the Czar. He did not precede him during the short walk to the door, but simply walked abreast of him till the carriage in waiting was reached. His Majesty entered, followed by the Czarwitsch, Prince George, and Prince Arisugawa, and drove to the Palace at Renten, guarded by soldiers of the Osaka garrison. After a slight period of rest, the Czarwitsch proceeded on board the flag-ship. The Emperor walked with him to the end of the pier, and before the Prince stepped into the steam launch, there in waiting to receive him, he and the Emperor bowed their farewells.

The Prince looked little the worse for his accident. Over the bandages of his wound he wore a blue crape turban fastened by a large jewelled pin of apparently great value. At the Sannomiya Station he acknowledged the deference shown him by the assembled officials with every indication of goodwill and even pleasure. It can be seen very plainly that His Majesty the Teno, has taken to heart very seriously this accident to his guest, and so it may be hoped that the Czarwitsch and people of Russia will see nothing in the incident to cause ill-will towards the people of Japan. It may even confidently be hoped, says the *Kobe Herald*, that when the Czar learns how solicitous the Mikado has been regarding the Czarwitsch, permission may be accorded for the Prince to return the visit of his Imperial Majesty, in the latter's own capital, Tokyo.

When the Imperial Prince boarded the *Panlat* *Araya* dinghy, which went up from the crew of the ship of the Russian fleet, and were continued for fully half an hour. Hands played also, in concert, and every indication was shown to the wounded Czarwitsch that he has a place in the hearts of the people whom he is with. The *Hyogo News* says:—The *Korats* left last Tuesday afternoon for Vladivostok, and the whole of the fleet departed for that port on Wednesday.

Tauda, the would-be assassin, has died from the injuries he had received.

THE MANIPUR DISASTER.

TAMU, May 4th.
General Graham and the whole of the Burma Column are returning from Manipur. A permanent garrison of Assam troops will remain in Manipur.

One of the Manipuri generals who led the Regent's troops against us near Palel, on the 25th instant, was arrested by the Burmans sent out by Mr. Sopplit. He was, when arrested, found to have been wounded in three places. The Regent, with a small following, is reported to have gone East from Manipur.

General Graham arrives at Tamu on Wednesday.

ALLAHABAD, May 8th.
The Special Correspondent of the *Pioneer* at Manipur says that Lieut. Grant is making a rapid recovery. He is terribly pained down, his slight figure being so emaciated that he is a mere walking shadow of his old self. With characteristic modesty he attributes the successful defence of Thoabul to the magnificent courage and coolness of the men under his command. He is as loud in praise of the 43rd Gurkhas as of the Punjabis of his own regiment. As to the latter, when questioned as to their doings, they, in turn, attribute everything to Lieutenant Grant. "How could we be beaten under Grant Sahib," they say, "he is a tiger in fight. When hundreds of Manipurs were coming close, he just took ten men out to stop them, and in a minute they had beaten the enemy back. We could not help winning under such a Sahib."

May 14th.
The special correspondent of the *Pioneer* at Manipur telegraphs that, four days after the massacre, a State procession took place amid great rejoicing, in which the Senapati took the most prominent part. The sapientium, built twelve miles away by Sir James Johnston, was demolished and the grave of his child desecrated. The special correspondent of the *Pioneer* says that it is unfortunate that the British troops have been so quickly withdrawn from Manipur. Something needs to be done to recover lost prestige.

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—*Advt.*

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register)	
To-day.	
Barometer—10 a.m.	30.1
Barometer—1 p.m.	30.1
Thermometer—10 a.m.	81.5
Thermometer—1 p.m.	81.5
Thermometer—2 p.m.	82.5
Thermometer—3 p.m.	83.5
Thermometer—4 p.m.	84.5
Thermometer—5 a.m. (Wet bulb)	85.5
Thermometer—6 a.m.	86.5
Thermometer—7 a.m.	87.5
Thermometer—8 a.m.	88.5
Thermometer—9 a.m.	89.5
Thermometer—10 a.m.	90.5
Thermometer—11 a.m.	91.5
Thermometer—12 a.m.	92.5
Thermometer—1 p.m.	93.5
Thermometer—2 p.m.	94.5
Thermometer—3 p.m.	95.5
Thermometer—4 p.m.	96.5
Thermometer—5 p.m.	97.5
Thermometer—6 p.m.	98.5
Thermometer—7 p.m.	99.5
Thermometer—8 p.m.	100.5
Thermometer—9 p.m.	101.5
Thermometer—10 p.m.	102.5
Thermometer—11 p.m.	103.5
Thermometer—12 p.m.	104.5
Thermometer—1 p.m.	105.5
Thermometer—2 p.m.	106.5
Thermometer—3 p.m.	107.5
Thermometer—4 p.m.	108.5
Thermometer—5 p.m.	109.5
Thermometer—6 p.m.	110.5
Thermometer—7 p.m.	111.5
Thermometer—8 p.m.	112.5
Thermometer—9 p.m.	113.5
Thermometer—10 p.m.	114.5
Thermometer—11 p.m.	115.5
Thermometer—12 p.m.	116.5
Thermometer—1 p.m.	117.5
Thermometer—2 p.m.	118.5
Thermometer—3 p.m.	119.5
Thermometer—4 p.m.	120.5
Thermometer—5 p.m.	121.5
Thermometer—6 p.m.	122.5
Thermometer—7 p.m.	123.5
Thermometer—8 p.m.	124.5
Thermometer—9 p.m.	125.5
Thermometer—10 p.m.	126.5
Thermometer—11 p.m.	127.5
Thermometer—12 p.m.	128.5
Thermometer—1 p.m.	129.5
Thermometer—2 p.m.	130.5
Thermometer—3 p.m.	131.5
Thermometer—4 p.m.	132.5
Thermometer—5 p.m.	133.5
Thermometer—6 p.m.	134.5
Thermometer—7 p.m.	135.5
Thermometer—8 p.m.	136.5
Thermometer—9 p.m.	137.5
Thermometer—10 p.m.	138.5
Thermometer—11 p.m.	139.5
Thermometer—12 p.m.	140.5
Thermometer—1 p.m.	141.5
Thermometer—2 p.m.	142.5
Thermometer—3 p.m.	143.5
Thermometer—4 p.m.	144.5
Thermometer—5 p.m.	145.5
Thermometer—6 p.m.	146.5
Thermometer—7 p.m.	147.5
Thermometer—8 p.m.	148.5
Thermometer—9 p.m.	149.5
Thermometer—10 p.m.	150.5
Thermometer—11 p.m.	151.5
Thermometer—12 p.m.	152.5
Thermometer—1 p.m.	153.5
Thermometer—2 p.m.	154.5
Thermometer—3 p.m.	155.5
Thermometer—4 p.m.	156.5
Thermometer—5 p.m.	157.5
Thermometer—6 p.m.	158.5
Thermometer—7 p.m.	159.5
Thermometer—8 p.m.	160.5
Thermometer—9 p.m.	161.5
Thermometer—10 p.m.	162.5
Thermometer—11 p.m.	163.5
Thermometer—12 p.m.	164.5
Thermometer—1 p.m.	165.5
Thermometer—2 p.m.	166.5
Thermometer—3 p.m.	167.5
Thermometer—4 p.m.	168.5
Thermometer—5 p.m.	169.5
Thermometer—6 p.m.	170.5
Thermometer—7 p.m.	171.5
Thermometer—8 p.m.	172.5
Thermometer—9 p.m.	173.5
Thermometer—10 p.m.	174.5
Thermometer—11 p.m.	175.5
Thermometer—12 p.m.	176.5
Thermometer—1 p.m.	177.5
Thermometer—2 p.m.	178.5
Thermometer—3 p.m.	179.5
Thermometer—4 p.m.	180.5
Thermometer—5 p.m.	181.5
Thermometer—6 p.m.	182.5
Thermometer—7 p.m.	183.5
Thermometer—8 p.m.	184.5
Thermometer—9 p.m.	185.5
Thermometer—10 p.m.	186.5
Thermometer—11 p.m.	187.5
Thermometer—12 p.m.	188.5
Thermometer—1 p.m.	189.5
Thermometer—2 p.m.	190.5
Thermometer—3 p.m.	191.5
Thermometer—4 p.m.	192.5
Thermometer—5 p.m.	193.5
Thermometer—6 p.m.	194.5
Thermometer—7 p.m.	195.5
Thermometer—8 p.m.	196.5
Thermometer—9 p.m.	197.5
Thermometer—10 p.m.	198.5
Thermometer—11 p.m.	199.5
Thermometer—12 p.m.	200.5
Thermometer—1 p.m.	201.5
Thermometer—2 p.m.	202.5
Thermometer—3 p.m.	203.5
Thermometer—4 p.m.	204.5
Thermometer—5 p.m.	205.5
Thermometer—6 p.m.	206.5
Thermometer—7 p.m.	207.5
Thermometer—8 p.m.	208.5
Thermometer—9 p.m.	209.5
Thermometer—10 p.m.	210.5
Thermometer—11 p.m.	211.5
Thermometer—12 p.m.	212.5
Thermometer—1 p.m.	213.5
Thermometer—2 p.m.	214.5
Thermometer—3 p.m.	215.5
Thermometer—4 p.m.	216.5
Thermometer—5 p.m.	217.5
Thermometer—6 p.m.	218.5
Thermometer—7 p.m.	219.5
Thermometer—8 p.m.	220.5
Thermometer—9 p.m.	221.5
Thermometer—10 p.m.	222.5
Thermometer—11 p.m.	223.5
Thermometer—12 p.m.	224.5
Thermometer—1 p.m.	225.5
Thermometer—2 p.m.	226.5
Thermometer—3 p.m.	227.5
Thermometer—4 p.m.	228.5
Thermometer—5 p.m.	229.5
Thermometer—6 p.m.	230.5
Thermometer—7 p.m.	231.5
Thermometer—8 p.m.	232.5
Thermometer—9 p.m.	233.5
Thermometer—10 p.m.	234.5
Thermometer—11 p.m.	235.5
Thermometer—12 p.m.	236.5
Thermometer—1 p.m.	237.5
Thermometer—2 p.m.	238.5
Thermometer—3 p.m.	239.5
Thermometer—4 p.m.	240.5
Thermometer—5 p.m.	241.5
Thermometer—6 p.m.	242.5
Thermometer—7 p.m.	243.5
Thermometer—8 p.m.	244.5
Thermometer—9 p.m.	245.5
Thermometer—10 p.m.	246.5
Thermometer—11 p.m.	247.5
Thermometer—12 p.m.	248.5
Thermometer—1 p.m.	249.5
Thermometer—2 p.m.	250.5
Thermometer—3 p.m.	251.5
Thermometer—4 p.m.	252.5
Thermometer—5 p.m.	253.5
Thermometer—6 p.m.	254.5
Thermometer—7 p.m.	255.5
Thermometer—8 p.m.	256.5
Thermometer—9 p.m.	257.5
Thermometer—10 p.m.	258.5
Thermometer—11 p.m.	259.5
Thermometer—12 p.m.	260.5
Thermometer—1 p.m.	261.5
Thermometer—2 p.m.	262.5
Thermometer—3 p.m.	263.5
Thermometer—4 p.m.	264.5
Thermometer—5 p.m.	265.5
Thermometer—6 p.m.	266.5
Thermometer—7 p.m.	267.5
Thermometer—8 p.m.	268.5
Thermometer—9 p.m.	269.5
Thermometer—10 p.m.	270.5
Thermometer—11 p.m.	271.5
Thermometer—12 p.m.	272.5
Thermometer—1 p.m.	273.5
Thermometer—2 p.m.	274.5
Thermometer—3 p.m.	275.5
Thermometer—4 p.m.	276.5
Thermometer—5 p.m.	277.5
Thermometer—6 p.m.	278.5
Thermometer—7 p.m.	279.5
Thermometer—8 p.m.	280.5
Thermometer—9 p.m.	281.5
Thermometer—10 p.m.	282.5
Thermometer—11 p.m.	283.5
Thermometer—12 p.m.	284.5
Thermometer—1 p.m.	285.5
Thermometer—2 p.m.	286.5
Thermometer—3 p.m.	287.5
Thermometer—4 p.m.	288.5
Thermometer—5 p.m.	289.5
Thermometer—6 p.m.	290.5
Thermometer—7 p.m.	291.5
Thermometer—8 p.m.	292.5
Thermometer—9 p.m.	293.5
Thermometer—10 p.m.	294.5
Thermometer—11 p.m.	295.5
Thermometer—12 p.m.	296.5
Thermometer—1 p.m.	297.5
Thermometer—2 p.m.	298.5
Thermometer—3 p.m.	299.5
Thermometer—4 p.m.	300.5
Thermometer—5 p.m.	301.5
Thermometer—6 p.m.	302.5
Thermometer—7 p.m.	303.5
Thermometer—8 p.m.	304.5
Thermometer—9 p.m.	305.5
Thermometer—10 p.m.	306.5
Thermometer—11 p.m.	307.5
Thermometer—12 p.m.	308.5
Thermometer—1 p.m.	309.5
Thermometer—2 p.m.	310.5
Thermometer—3 p.m.	311.5
Thermometer—4 p.m.	312.5
Thermometer—5 p.m.	313.5
Thermometer—6 p.m.	314.5
Thermometer—7 p.m.	315.5
Thermometer—8 p.m.	316.5
Thermometer—9 p.m.	317.5
Thermometer—10 p.m.	318.5
Thermometer—11 p.m.	319.5
Thermometer—12 p.m.	320.5
Thermometer—1 p.m.	321.5
Thermometer—2 p.m.	322.5
Thermometer—3 p.m.	323.5
Thermometer—4 p.m.	324.5
Thermometer—5 p.m.	325.5
Thermometer—6 p.m.	326.5
Thermometer—7 p.m.	327.5
Thermometer—8 p.m.	328.5
Thermometer—9 p.m.	329.5
Thermometer—10 p.m.	330.5
Thermometer—11 p.m.	331.5
Thermometer—12 p.m.	332.5
Thermometer—1 p.m.	333.5
Thermometer—2 p.m.	334.5
Thermometer—3 p.m.	335.5
Thermometer—4 p.m.	336.5
Thermometer—5 p.m.	337.5
Thermometer—6 p.m.	338.5
Thermometer—7 p.m.	339.5
Thermometer—8 p.m.	340.5
Thermometer—9 p.m.	341.5
Thermometer—10 p.m.	342.5
Thermometer—11 p.m.	343.5
Thermometer—12 p.m.	344.5
Thermometer—1 p.m.	345.5
Thermometer—2 p.m.	346.5
Thermometer—3 p.m.	347.5
Thermometer—4 p.m.	348.5
Thermometer—5 p.m.	349.5
Thermometer—6 p.m.	350.5
Thermometer—7 p.m.	351.5
Thermometer—8 p.m.	352.5
Thermometer—9 p.m.	353.5
Thermometer—10 p.m.	354.5
Thermometer—11 p.m.	355.5
Thermometer—12 p.m.	356.5
Thermometer—1 p.m.	357.5
Thermometer—2 p.m.	358.5
Thermometer—3 p.m.	359.5
Thermometer—4 p.m.	360.5
Thermometer—5 p.m.	361.5
Thermometer—6 p.m.	362.5
Thermometer—7 p.m.	363.5
Thermometer—8 p.m.	364.5
Thermometer—9 p.m.	365.5
Thermometer—10 p.m.	366.5
Thermometer—11 p.m.	367.5
Thermometer—12 p.m.	368.5
Thermometer—1 p.m.	369.5
Thermometer—2 p.m.	370.5
Thermometer—3 p.m.	371.5
Thermometer—4 p.m.	372.5
Thermometer—5 p.m.	373.5
Thermometer—6 p.m.	374.5
Thermometer—7 p.m.	375.5
Thermometer—8 p.m.	376.5
Thermometer—9 p.m.	377.5
Thermometer—10 p.m.	378.5
Thermometer—11 p.m.	379.5
Thermometer—12 p.m.	380.5
Thermometer—1 p.m.	381.5
Thermometer—2 p.m.	382.5
Thermometer—3 p.m.	383.5
Thermometer—4 p.m.	384.5
Thermometer—5 p.m.	385.5
Thermometer—6 p.m.	386.5
Thermometer—7 p.m.	387.5
Thermometer—8 p.m.	388.5
Thermometer—9 p.m.	389.5
Thermometer—10 p.m.	390.5
Thermometer—11 p.m.	391.5
Thermometer—12 p.m.	392.5
Thermometer—1 p.m.	393.5
Thermometer—2 p.m.	394.5
Thermometer—3 p.m.	395.5
Thermometer—4 p.m.	396.5
Thermometer—5 p.m.	397.5
Thermometer—6 p.m.	398.5
Thermometer—7 p.m.	399.5
Thermometer—8 p.m.	400.5
Thermometer—9 p.m.	401.5
Thermometer—10 p.m.	402.5
Thermometer—11 p.m.	403.5
Thermometer—12 p.m.	404.5
Thermometer—1 p.m.	405.5
Thermometer—2 p.m.	406.5
Thermometer—3 p.m.	407.5
Thermometer—4 p.m.	408.5
Thermometer—5 p.m.	409.5
Thermometer—6 p.m.	410.5
Thermometer—7 p.m.	411.5
Thermometer—8 p.m.	412.5
Thermometer—9 p.m.	413.5
Thermometer—10 p.m.	414.5
Thermometer—11 p.m.	415.5
Thermometer—12 p.m.	416.5
Thermometer—1 p.m.	417.5
Thermometer—2 p.m.	418.5
Thermometer—3 p.m.	419.5
Thermometer—4 p.m.	420.5
Thermometer—5 p.m.	421.5
Thermometer—6 p.m.	422.5
Thermometer—7 p.m.	423.5
Thermometer—8 p.m.	424.5
Thermometer—9 p.m.	425.5
Thermometer—10 p.m.	426.5
Thermometer—11 p.m.	427.5
Thermometer—12 p.m.	428.5
Thermometer—1 p.m.	429.5
Thermometer—2 p.m.	430.5
Thermometer—3 p.m.	431.5
Thermometer—4 p.m.	432.5
Thermometer—5 p.m.	433.5
Thermometer—6 p.m.	434.5
Thermometer—7 p.m.	435.5
Thermometer—8 p.m.	436.5
Thermometer—9 p.m.	437.5
Thermometer—10 p.m.	438.5
Thermometer—11 p.m.	439.5
Thermometer—12 p.m.	440.5
Thermometer—1 p.m.	441.5
Thermometer—2 p.m.	442.5
Thermometer—3 p.m.	443.5
Thermometer—4 p.m.	444.5
Thermometer—5 p.m.	445.5
Thermometer—6 p.m.	446.5
Thermometer—7 p.m.	447.5
Thermometer—8 p.m.	448.5
Thermometer—9 p.m.	449.5
Thermometer—10 p.m.	450.5
Thermometer—11 p.m.	451.5
Thermometer—12 p.m.	452.5
Thermometer—1 p.m.	453.5
Thermometer—2 p.m.	454.5
Thermometer—3 p.m.	455.5
Thermometer—4 p.m.	456.5
Thermometer—5 p.m.	457.5
Thermometer—6 p.m.	458.5
Thermometer—7 p.m.	459.5
Thermometer—8 p.m.	460.5
Thermometer—9 p.m.	461.5
Thermometer—10 p.m.	462.5
Thermometer—11 p.m.	463.5
Thermometer—12 p.m.	464.5
Thermometer—1 p.m.	465.5
Thermometer—2 p.m.	466.5
Thermometer—3 p.m.	467.5
Thermometer—4 p.m.	468.5
Thermometer—5 p.m.	469.5
Thermometer—6 p.m.	470.5
Thermometer—7 p.m.	471.5
Thermometer—8 p.m.	472.5
Thermometer—9 p.m.	473.5
Thermometer—10 p.m.	474.5
Thermometer—11 p.m.	475.5
Thermometer—12 p.m.	476.5
Thermometer—1 p.m.	477.5
Thermometer—2 p.m.	478.5
Thermometer—3 p.m.	479.5
Thermometer—4 p.m.	480.5
Thermometer—5 p.m.	481.5
Thermometer—6 p.m.	482.5
Thermometer—7 p.m.	483.5
Thermometer—8 p.m.	484.5
Thermometer—9 p.m.	485.5
Thermometer—10 p.m.	486.5
Thermometer—11 p.m.	487.5
Thermometer—12 p.m.	488.5
Thermometer—1 p.m.	489.5
Thermometer—2 p.m.	490.5
Thermometer—3 p.m.	491.5
Thermometer—4 p.m.	492.5
Thermometer—5 p.m.	493.5
Thermometer—6 p.m.	494.5
Thermometer—7 p.m.	495.5
Thermometer—8 p.m.	496.5
Thermometer—9 p.m.	497.5
Thermometer—10 p.m.	498.5
Thermometer—11 p.m.	499.5
Thermometer—12 p.m.	500.5
Thermometer—1 p.m.	501.5
Thermometer—2 p.m.	502.5
Thermometer—3 p.m.	503.5
Thermometer—4 p.m.	504.5
Thermometer—5 p.m.	505.5
Thermometer—6 p.m.	506.5
Thermometer—7 p.m.	507.5
Thermometer—8 p.m.	508.5
Thermometer—9 p.m.	509.5
Thermometer—10 p.m.	510.5
Thermometer—11 p.m.	511.5
Thermometer—12 p.m.	512.5
Thermometer—1 p.m.	513.5
Thermometer—2 p.m.	514.5
Thermometer—3 p.m.	515.5
Thermometer—4 p.m.	516.5
Thermometer—5 p.m.	517.5
Thermometer—6 p.m.	518.5
Thermometer—7 p.m.	519.5
Thermometer—8 p.m.	520.5
Thermometer—9 p.m.	521.5
Thermometer—10 p.m.	522.5
Thermometer—11 p.m.	523.5
Thermometer—12 p.m.	524.5
Thermometer—1 p.m.	525.5
Thermometer—2 p.m.	526.5
Thermometer—3 p.m.	527.5
Thermometer—4 p.m.	528.5
Thermometer—5 p.m.	529.5
Thermometer—6 p.m.	530.5
Thermometer—7 p.m.	531.5
Thermometer—8 p.m.	532.5
Thermometer—9 p.m.	533.5
Thermometer—10 p.m.	534.5
Thermometer—11 p.m.	535.5
Thermometer—12 p.m.	536.5
Thermometer—1 p.m.	537.5
Thermometer—2 p.m.	538.5
Thermometer—3 p.m.	539.5
Thermometer—4 p.m.	540.5
Thermometer—5 p.m.	541.5
Thermometer—6 p.m.	542.5
Thermometer—7 p.m.	543.5
Thermometer—8 p.m.	544.5
Thermometer—9 p.m.	545.5
Thermometer—10 p.m.	546.5
Thermometer—11 p.m.	547.5
Thermometer—12 p.m.	548.5

Commercial.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank, cum New Issue, 24 per cent. premium, nominal.

Union Insurance Society of Canton—\$95 per share, buyers.

China Traders' Insurance Company—\$63 per share, sellers.

North China Insurance—Tls. 275 per share, buyers.

Canton Insurance Company, Limited—\$115 per share, sellers.

Yangtze Insurance Association—Tls. 70 per share, nominal.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$308 per share, sellers.

China Fire Insurance Company—\$82 per share, sellers.

Hongkong and Whampoa Dock Company—\$100 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$31 per share, sellers.

China and Manila Steam Ship Company—120 per share, sellers.

Hongkong Gas Company—\$131 per share, sellers.

Hongkong Hotel Company—\$120 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$501.

Indo-China Steam Navigation Company, Limited—25 per cent. discount, buyers.

Douglas Steamship Company—\$46 per share, sellers.

China Sugar Refining Company, Limited—\$186 per share, buyers.

Luxon Sugar Refining Company, Limited—\$90 per share, sellers.

Hongkong Ice Company—\$90 per share, buyers.

Hongkong and China Bakery Company, Limited—\$75 per share.

Hongkong Dairy Farm Co., Limited—\$7 per share, sales.

A. S. Watson & Co., Limited—\$20 per share, ex div., sales and buyers.

Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$125 per share, buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

Punfong and Sangle Du Samantan Mining Co.—\$4 per share, buyers.

The Raub Gold Mining Co., Limited—80 cents per share, sales and buyers.

Imurus Mining Co., Limited—\$11 per share, sales and buyers.

The Belmont Gold Mining Co., Limited—\$7 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$81 per share, buyers.

Tongkin Coal Mining Co.—\$400 per share, sellers.

The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.

The East Borneo Planting Co., Limited—\$10 per share, buyers.

H. G. Brown & Co., Limited—\$51 per share, buyers.

The Seng Koyah Planting Co., Limited—\$13½ per share, buyers.

Cruickshank & Co., Limited—\$35 per share, nominal.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.

The China-Borneo Co., Limited—\$16 per share, sellers.

The Hongkong Land Investment Co., Limited—\$86 per share, sellers.

The Hongkong Electric Light Co., Limited—\$6 per share, sellers.

Geo. Fenwick & Co., Limited—\$14 per share, sales.

The West Point Buildings Co., Limited—\$30 per share, sellers.

The Peak Hotel and Trading Co., Limited—\$8 per share, sellers.

The Labuk Planting Co., Limited—\$25 per share, sellers.

The Lamag Planting Co., Limited—\$7 per share, buyers.

The Jebleu Mining and Trading Co., Limited—\$2 per share, sellers.

The Selama Tin Mining Co., Limited—\$1 per share, sellers.

The Shekwan Hotel Co., Limited—nominal.

The Kowloon Land Investment Co., Limited—\$15 per share, buyers.

The Bank of China & Japan & the Straits Ltd.—\$17 per share, sellers.

The Bank of China & Japan & the Straits Ltd.—Founders' shares, £160 per share, sellers.

The Hongkong Marine, Ltd.—nominal.

London and Pacific Petroleum Co., Ltd.—£15, sellers.

The National Bank of China, Ltd.—30 per cent. dis., sellers.

The National Bank of China, Ltd.—Founders' shares, \$425 per share, buyers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/11

Bank Bills, on demand 3/11

Bank Bills, at 4 months' sight 3/11

Credits at 4 months' sight 3/11

Documentary Bills, at 4 months' sight 3/11

ON PARIS—Bank, T. T. 3/11

Bank Bills, on demand 3/11

Credits at 4 months' sight 3/11

On India, T. T. 3/11

On Demand 3/11

ON SHANGHAI—Bank, T. T. 3/11

Private, 30 days' sight 3/11

MAILS EXPECTED.

THE AMERICAN MAIL.

The P. & S. N. Co.'s steamer *China*, with mails, &c., from San Francisco to the 7th ultimo, left Yokohama on the 24th instant and is due here on the 30th.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Empress of India*, from Vancouver, left Shanghai to-day at 1 p.m. and is due here on the 28th instant.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Thames* left Shanghai to-day and is due here on the 26th.

The Navigazione Generale Italiana steamer *Biagio*, from Bombay, left Singapore on the 21st inst. and may be expected here on or about the 28th.

The Ocean Steamship Co.'s steamer *Pailleur*, from Liverpool, left Singapore on the 23rd instant and is due here on the 29th.

The P. & O. S. N. Co.'s steamer *Brindisi* left Singapore on the 25th instant and is due here on the 31st.

The P. & O. S. N. Co.'s steamer *Thetis* left Bombay on the 22nd instant at 2 p.m. and may be expected here on or about the 28th proximo.

CHINA COAST METEOROLOGICAL REGISTER.

25th May, 1891.—At 4 p.m.

STATION.	Barometer.	Thermometer.	Wind.	Clouds.	State of sky.
Whampoa	30.1	79.4	SE	1/4	B
Kowloon	30.1	79.4	SE	1/4	B
Victoria Peak	30.1	79.4	SE	1/4	B
Central	30.1	79.4	SE	1/4	B
Harbour	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B

26th May, 1891.—At 10 a.m.

STATION.	Barometer.	Thermometer.	Wind.	Clouds.	State of sky.
Whampoa	30.1	79.4	SE	1/4	B
Kowloon	30.1	79.4	SE	1/4	B
Victoria Peak	30.1	79.4	SE	1/4	B
Central	30.1	79.4	SE	1/4	B
Harbour	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B
Island	30.1	79.4	SE	1/4	B

The barometer fell slightly. Gradients very gentle. Weather somewhat wet with thunderstorms. [Detailed description of weather conditions follows.]

Hongkong, Observatory, 26th May, 1891.

Shipping.

ARRIVALS.

OMEGA, British bark, 480, A. V. Brown, 23rd May, Singapore 24th April, Timber.

OSCARSHAL, Norwegian steamer, 1,800, Reichhorn, 24th May, Odessa, via Singapore 17th May, General—Order.

ALTONA, British steamer, 1,611, Barnett, 25th May, Singapore 16th May, General, Jardine, Matheson & Co.

DEICMA, German steamer, 965, C. Christensen, 24th May, Moll 18th May, Coal—Geo. R. Stevens & Co.

AVOCHIE, British steamer, 1,014, T. Rowe, 24th May, Saigon 20th May, Rice, Melchers & Co.

ANCONA, British steamer, 1,888, W. D. Muddle, 24th May, Yokohama 16th May, Mails and General—P. & O. S. N. Co.

FORNIA, British steamer, 1,095, W. Davis, 24th May, Tamsui 19th May, Amoy 21st, and Swatow 23rd, General—D. Laprak & Co.

DIAMOND, British steamer, 1,010, A. Snow, 24th May, Singapore 18th May, General—Bun Moh.

COSMOPOLIT, German str., 851, A. Holtz, 24th May, Whampoa 24th May, General—Wielor & Co.

SUNOKIANG, British steamer, 983, C. B. N. Dodd, 24th May, Whampoa 24th May, General—Butterfield & Swire.

KWANGLOO, Chinese steamer, 1,504, R. L. Lincoln, 24th May, Whampoa 24th May, General—C. M. S. N. Co.

BENALDER, British steamer, 1,294, C. K. McIntosh, 24th May, Saigon 21st May, Rice and Paddy, Gibb, Livingston & Co.

TAIYUAN, British steamer, 1,459, R. Nelson, 25th May, Kobe 19th May, Coals and General—Butterfield & Swire.

TAILEX, German steamer, 1,282, Calender, 25th May, Singapore 19th May, General—Butt.

ISAAC REED, American ship, 1,480, F. D. Waldo, 25th May, New York 23rd Nov., Kerosene Oil—Russell & Co.

MONGKUT, British steamer, 859, G. Anderson, 25th May, Bangkok, via Koh-i-chang 19th May, Rice and Teak Wood—Yuen Fat Hong.

WUOTAN, German steamer, 1,016, A. Ott, 25th May, Cardiff, via Singapore 18th May, Coal—Wielor & Co.

KUTANG, British steamer, 1,495, W. H. Jackson, 25th May, Calcutta 24th May, Penang 16th, and Singapore 20th, General—Jardine, Matheson & Co.

FRIGATA, German steamer, 1,400, F. Nagel, 25th May, Kobe 19th May, General—Stevens & Co.

TETARTOS, German steamer, 1,160, W. Bretung, 25th May, Kutchinotou 20th May, Coals—Geo. R. Stevens & Co.

BENLARIO, British steamer, 1,456, Le Boutellier, 26th May, Whampoa 26th May, General—Gibb, Livingston & Co.

ASHINGTON, German steamer, 808, C. Zindel, 26th May, Whampoa 26th May, General—Stevens & Co.

JOHN BAILEY, American bark, 700, F. P. Shepherd, 26th May, Singapore 2nd May, Timber—Order.

VELOCITY, British bark, 491, R. Martin, 26th May, Honolulu 19th April, General—Chinese.

NAMOA, British steamer, 863, Goddard, 26th May, Fochow, 2nd May, Amoy 23rd, and Swatow 25th, General—D. Laprak & Co.

LY-RE-MOON, German steamer, 1,238, G. Heuer, 26th May, Wuhu 20th May, Rice—Stevens & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Cosmopolit, German steamer, for Tournon.

Johann, German steamer, for Quilabon.

Athlone, German steamer, for Shanghai.

Taipei, German steamer, for Amoy.

Diamond, British steamer, for Shanghai.

Kobai, British steamer, for Swatow.

Batavia, British steamer, for Kobe.

Chowfa, British steamer, for Hongkong.

Clara, German steamer, for Halphong.

DEPARTURES.

May 24, *Marie*, German str., for Whampoa.

May 24, *Singon*, British str., for Whampoa.

May 24, *Belliphon*, British steamer, for Singapore, &c.

May 24, *Halphong*, French steamer, for Halphong.

May 24, *Namhang*, British str., for Amoy, &c.

May 24, *Kuoyang*, Chinese steamer, for Shanghai.

May 24, *Collingham*, British steamer, for Kutchinotou.

May 24, *Tales*, British str., for Swatow, &c.

May 24, *Donar*, German steamer, for Saigon.

May 24, *Koningin Emma*, Dutch steamer, for Amoy, &c.

May 24, *Chiyun*, Chinese str., for Shanghai.

May 24, *Palor*, American gunboat, for Amoy.

May 25, *Kuoyang*, Chinese str., for Whampoa.

May 25, *Tongshan*, British str., for Swatow.

May 26, Tai-chung, German steamer, for Swatow, &c.

May 26, *Cosmopolit*, German str., for Tournon.

May 26, *Johann*, German str., for Quilabon.

May 26, *Athlone*, British str., for Swatow, &c.

May 26, *Taipei*, German steamer, for Amoy.

May 26, *Batavia*, British steamer, for Kobe.

May 26, *Kuoyang*, Chinese str., for Shanghai.

PASSENGERS—ARRIVALS.

Per *Namoa*, str., from Fochow, &c.—Rev. and Mrs. Ashmore, Mr. Borneman, and 38 Chinese.

Per *Velocity*, bark, from Honolulu.—31 Chinese.

Per *Tales*, str., from Singapore.—171 Chinese.

Per *Fokien*, str., from Tamsui, &c.—Mr. Hazeloo, and 41 Chinese.

Per *Ly-re-moon*, str., from Wuhu.—8 Chinese.

Per *Batavia*, str., from Saigon.—12 Chinese.

Per *Diamond*, str., from Singapore.—697 Chinese.

Per *Mongkut*, str., from Bangkok, &c.—90 Chinese.

Per *Frigea*, str., from Kobe.—Mr. von Torb.

Per *Kutang*, str., from Calcutta, &c.—Major Austin and 31 Chinese.

Per *Altona*, str., from Yokohama for Hongkong.—Miss Robinson, Messrs. Chen Yok Wo, H. M. Pugh, and 4 Chinese.

From Higo.—Messrs. Pollock, Wilkinson, Ching Leong Sun and servant, Chark Chun, Hing Nam, and Captain Buchanan.

From Nagasaki.—Mrs. Yasokawa Fuku, Messrs. H. W. Jeffries, A. Wagner, Nicholas Talandoff, and 1 distressed seaman.

From Yokohama for Penang.—Capt. Chalmers, Miss Braithwaite.

From Calcutta.—Messrs. W. J. Constable, W. B. Thomson, John Walker, G. A. Sherring, and P. M. Willis.

REPORTS.

The German steamship *Deima* reports that she left Moll on the 18th instant. Had fine weather.

The German steamship *Frigea* reports that she left Kobe on the 19th instant. Nearly the whole way misty and foggy weather.

The British steamship *Batavia* reports that she left Saigon on the 21st instant. Had moderate breeze and fine clear weather throughout.

The British steamship *Taiyuan* reports that she left Kobe on the 19th instant. Had light southerly wind with fog and hazy weather throughout.

The British steamship *Avochie* reports that she left Saigon on the 20th instant. Had moderate south-easterly breeze and fine clear weather throughout the voyage.

The British steamship *Mongkut* reports that she left Bangkok, via Koh-i-chang on the 19th instant. Had fine clear weather throughout the passage with moderate south-west winds and smooth sea. On the 20th, passed the steamship *Kong Bang*, from Hongkong to Bangkok, 5 days out.

The British steamship *Fokien* reports that she left Tamsui on the 19th instant. Experienced light north-east winds and fine weather to Amoy. Left Amoy on the 21st. Experienced light variable wind and fog to Swatow. Left Swatow on the 23rd. Experienced light variable south-west winds with calm and hazy weather. In Swatow the steamships *Haitan*, *Riverdale* and *Yuen-tang*.

The British steamship *Namoa* reports that she left Fochow on the 22nd instant. Experienced light south-west winds and fine weather, and the latter part had light rain with thick fog to Amoy. Left Amoy on the 23rd, and Swatow on the 25th. From Amoy to Swatow had light rain and fine weather, and the latter part had thick fog. From Swatow to port had light south-west breeze and fine weather. In Amoy the *Laji*, *Chinglung*, and *Trilux*. In Swatow the steamships *Yikang* and *Chang Hock Kian*.

The British steamship *Kutang* reports that she left Calcutta on the 9th instant; clearing the river on the 10th at 5 p.m.; arrived at Penang at 1 p.m. on the 15th, left for Singapore on the 16th, arrived at daylight on the 18th. Left for Hongkong at 5 a.m. on the 20th; arrived here yesterday at 6 p.m. from Sandhead to Penang and throughout the Straits experienced wind ranging from south-west to south and south-east with fine weather and smooth sea. Between Singapore and Hongkong had light south-west winds and fine weather.

Post Office.

A MAIL WILL CLOSE.

For Bangkok.—Per *Chowfa* to-morrow, the 27th instant, at 9.30 A.M.

For Shanghai.—Per *Vanilla* to-morrow, the 27th instant, at 9.30 A.M.

For Shanghai.—Per *Ashington* to-morrow, the 27th instant, at 11.30 A.M.

For Swatow and Tientsin.—Per *Kuoyang* to-morrow, the 27th instant, at 1.30 P.M.

For Swatow and Shanghai.—Per *Taiyuan* to-morrow, the 27th instant, at 3.30 P.M.

For Swatow and Bangkok.—Per *Deima* on Thursday, the 28th instant, at 9.30 A.M.

For Europe, &c., &c.—Per *Thames* on Thursday, the 28th instant, at 11.00 A.M.

For Swatow, Fochow, and Tientsin.—Per *Sunghing* on Thursday, the 28th instant, at 2.30 P.M.

For Manila, Port Darwin, Thursday Island, Cocktown, Townsville, Brisbane, Sydney and Melbourne.—Per *Taiyuan* on Friday, the 29th instant, at 8.40 A.M.

For Nagasaki, Kobe, and Yokohama.—Per *Ancona* on Friday, the 29th instant, at 5.00 P.M.

For Yokohama and San Francisco.—Per *Gaulle* on Saturday, the 30th instant, at 9.30 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, and Vancouver, B.C.—Per *Empress of Japan* on Tuesday, the 2nd June, at 1.30 P.M.

For Europe, &c., Australia, India, via Madras, Calcutta, and Mauritius.—Per *Sydney* on Wednesday, the 3rd June, at 11.00 A.M.

For Europe, &c., &c.—Per *Stuttgart* on Saturday, the 6th June, at 5.00 P.M.

SHIPPING IN HONGKONG.

CHERYDRA, British steamer, 1,594, G. Payne, 17th May, Saigon 13th May, General—Jardine, Matheson & Co.

CROWFA, British steamer, 1,057, F. W. Phillips, 20th May, Bangkok 14th May, General—Yuen Fat Hong.

CLARA, German steamer, 674, H. Ipland, 22nd May, Halphong 20th May, Rice and General—Stevens & Co.

DEUTEROS, German steamer, 1,107, W. Dinse, 23rd May, Kutchinotou 17th May, Coals—Stevens & Co.

DEVAYONIST, British steamer, 1,057, P. H. Loff, 18th May, Bangkok via Halphong 10th May, General—Yuen Fat Hong.

EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, N.R.R., 23rd May, Liverpool 17th April, Penang 18th, Suez 27th, Colombo 16th, Penang 15th, and Singapore 15th, General—Doddwell, Carill & Co.

FAME, British steamer, 1,117, Lieut. Wm. G. Conley, B.N.R.—Hongkong Government.

GALICIA, British steamer, 4,200, W. G. Pearne, 18th May, San Francisco 25th April, and Yokohama 19th May, Mails and General—P. & O. S. N. Co.

HONGKONG—STEAMERS.

Continued.

JAPAN, British steamer, 1,865, J. G. Offlent, 13th May, Calcutta 26th April, and Singapore 6th May, Oplum and General—D. Sassoon, Sons & Co.

100 SOK, British steamer, 1,020, A. Benson, 20th May, Glasgow 4th April, Port Said 18th, Penang 10th May, and Singapore 13th; Coal—Yuen Fat Hong.

PLOT FISH, British steamer, 161, A. Stopani, Hongkong and Whampoa Dock Co.

TRIUMPH, German steamer, 674, J. Bruhn, 23rd May, Pakhoi 20th May, and Halphong 22nd, General—Ed. Schellhass & Co.

VENETIA, British steamer, 1,608, T. F. Cerry, 21st May, Bombay 4th April, and Singapore 16th, General—P. & O. S. N. Co.

SAILING VESSELS.

ADOLPH OBRIG, American bark, 1,376, F. Carleton, 5th March, New York 31st August, Kerosene Oil—Reuter, Brockelmann & Co.

ALTAIR, British bark, 392, J. Munro, 6th May, Tamsui 10th April, Coals—Wielor & Co.

AUSTRIA, British bark, 1,105, Geo. N. Dakin, 30th April, New York 11th Nov., Kerosene Oil—Order.

CAMBUSDON, British ship, 1,197, R. Carland, 19th May, New York 28th Nov., Petroleum, Russell & Co.

COLUMBUS, German ship, 1,428, L. Haeslopp, 21st April, Singapore 20th March, Timber—Melchers & Co.

DON JUSTO, American bark, 708, B. Nelson, 21st April, Singapore 28th Feb., Timber, Captain.

ERIKONTO, Chinese bark, 457, Oplum Examination hulk, Stonecutters' Island—Chinese Customs.

HYDRA, Danish bark, 786, C. Christensen, 26th April, Hamburg 5th December, General—Carliowits & Co.

McLAUREN, American ship, 1,313, P. L. Oakes, 28th April, New York 30th November, Petroleum—Order.

SARA MEREDITH, Peruvian schooner, 245, A. Mantaglin, 4th July, Saigon 27th June, Rice—Captain.

ST. JAMES, American ship, 1,487, W. D. Burnham, 28th April, Shanghai 21st April, Ballast—Russell & Co.

Hotels.

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY AND RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour with the Mainland in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive promenade and pleasure grounds. Including three good Tennis Courts. The Mount Promenade alone is nearly an acre in extent.

The Hotel is replete with every accommodation for Families and Gentlemen.

The Manager, Mr. ROBERT ISHERWOOD, will be assisted by an Efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Billiard, and Private Sitting Rooms, with Fifty-four Bedrooms each provided with separate Bath-room and every convenience.

Tramway Tickets will be supplied to Visitors at Reduced Rates.

The Hotel will open on the 1st of June.

For terms apply to the Secretary at the Company's Office, 18 and 40, Queen's Road Central, Hongkong.

Hongkong, 30th April, 1891.

BAY VIEW HOTEL.

MR. OSBORNE begs to announce that this convenient half-way House on Shau-ki-wan Road is now open.

The HOTEL commands a beautiful View, and is situated in a cool and breezy spot.

There is a convenient landing jetty opposite the Hotel for launches.

The best Brands of WINES, LIQUORS, CIGARS, &c., always on Stock. MEALS can be served at any hour. Prompt attendance.

Hongkong, 14th May, 1891.

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS HOUSE, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st of July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths, Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small daily is attached to the premises.

Mrs. MARIA B. DOS REMEDIOS.

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Room, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A. F. DO ROZARIO, Manager.

Hongkong, 4th November, 1890.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipboard and large Orders.

Sir ROBERT LAWRENCE, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 14th June, 1891.

Consignees.

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE TO CONSIGNEES.

S.S. "EMPEROR OF JAPAN," FROM LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before noon, on MONDAY, the 25th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 30th inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARILL & Co., Agents.

Hongkong, 23rd May, 1891.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LIVERPOOL AND SINGAPORE.

THE Company's Steamship "FALCON" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underwriter before Noon, on the 27th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th instant at 4 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before 4 p.m., to-day.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, 20th May, 1891.

To be Let.

TO BE LET.

AN exceedingly comfortable and cool 6 ROOMED HOUSE.

Apply to THE SECRETARY, Humphreys Estate & Finance Co., Ltd.

TO BE LET.

HOUSES at Mountain View near Plunkett's Gap Hill District, consisting of 5 or 6 large dwelling rooms with every convenience. These houses overlook both sides of the island and are cool, comfortable and healthy.

Apply to JOHN A. JUPP, Secretary, The Austin Arms Hotel, and Building Company, Ltd., 38 & 40, Queen's Road Central, Hongkong, 26th May, 1891.

TO LET.

HOUSES at the Peak, and at BELLIOS TERRACE.

ROOM and SHOP in BEACONSFIELD ARCADE, Queen's Road.

GODOWNS in Duddell Street.

Apply to BELLIOS & Co., 172a Hongkong, 23rd May, 1891.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

KNUTSFORD TERRACE, KOWLOON.

HOUSES with 5 ROOMS, including Bath-rooms, Tennis Courts. Good view and healthy situation. Rent and Taxes \$32 a month.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 24th March, 1891.

TO LET.

No. 17, PRAYA CENTRAL.

OFFICES—above Messrs. Douglas, Laprak & Co.'s Premises.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 16th December, 1890.

TO LET.

TOGETHER or subdivided from 1st June next, HOUSE No. 3, Chancery Lane with 10 Rooms and Bath Rooms. Two separate entrances.

Apply to J. M. V. DE FIGUEIREDO, No. 5, Calne Road, Hongkong, 2nd May, 1891.

TO LET.

NOS. 9, 11, & 13, SEYMOUR TERRACE.

HOUSE in Pokfulam Road, "Nullah Side," ROOMS in College Chambers No. 4, OLD BAILEY STREET.

OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

Apply to DAVID SASSOON, SONS & Co., Hongkong, 1st May, 1891.

TO LET.

NOS. 25 & 27, ELGIN STREET, behind the Old Union Church.

Apply to ACHEE & Co., Hongkong, 25th February, 1891.

TO LET.

BAHAR LODGE, THE PEAK.

R. B. LOT No. 39.

THIS desirable residence with Gas laid on is to be Let Furnished or Unfurnished.

Apply to HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd., Hongkong, 18th May, 1891.

For Sale.

INTIMATION.

F. Blackhead & Co., SEIP-CHANDLERS, SAIL-MAKERS, AND PROVISION MERCHANTS, NAVY CONTRACTORS, AND GENERAL COMMISSION AGENTS, No. 11, Praya Central, (Opposite Pedder's Wharf).

SOLE AGENTS for RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIAL SELECTED, EX PRIME, PORK and BEEF in Barrels.

Also AMERICAN PRIME SUGAR-CURED HAMS and BACON